the peoples of these lands the potential that exists in modern India for a beneficial two way exchange between the countries, the peoples and institutions.

Rail accidents in Northern Railway

2,18. SHRI J. P. GOYAL: Will the Minister of RAILWAYS be pleased to state;

(a) what is the total number of rail accidents which took place in the Northern Railway division-wise) during November, 1987 stating the nautre thereof and the estimated loss of property and life in each case as a result thereof;

(b) what is the percentage of the rail accidents in the Northern Railway out of the total number of 'rail accidents in the country during 1987 stating the reasons for the Northern Railway being more prone to rail accidents; and

(c) what measures have been taken by Government to minimise the accidents?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Division-wise and Category-wise break up of 38 train accidents which occurred on Northern Railway during November, 1987 is as under;—

Allahabad	Divisions	Collisons	Derail-ments	Accidents at level crossings	Fire in trains
1.			5		
2.	Ambala		2	1	
3.	Bikaner		8		1
4.	Delhi		4	1	
5.	Firozpur		1	3	
6.	Jodhpur		6		
7.	Lucknow .		1	1	
8.	Moradabad		3	..	

In 8 of these accidents, 5 persons lost their lives and 19 others sustained inffiuries. The estimated loss to railway property is Rs. 12.5 lakhs.

(b) In the first 10 months of 1987, about 13 per cent of the total train accidents on Indian Railways took place on Northern Railway. However, due to a sudden spurt during November and December, 1987, the percentage shot up to about 19 per cent. The main reasons are:

(i) sharp increase in collisions and derailments attributable to failure of drivers and Carriage & Wagon defects;

(ii) increase in cases of obstructions on track resulting in derailments due to movement of stray cattle in Rajasthan area; and

(iii) increase in the number of accidents at unmanned level crossings due to the negligence of road users.

(c) Some of the important preventive measures taken by the Government are:—

(i) Intensification of field inspections and counselling of staff.

(ii) Identification of accident-prone areas by High Level Safety

Teams and remedial measures thereon.

(iii) Induction of modern technological aids like ultrasonic testing of rails and rolling stock axles, provision of track circuiting, axle-oo|unters, auxiliary warning system, etc.

(iv) Programmed rehabilitation of assets.

(v) Improvement in quality of staff training.

Ancient Monuments

219. SHRI J. P. GOYAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that while a number of State Governments have enacted Statutes along the lines of the Ancient Monuments and Archaeological Sites and Remains Act of 1958, there is no specific statutory framework for the Union Territory of Delhi in the absence of which Delhi's monuments are neglected;

(b) if so, what are the reasons for not having any legal framework in this regard for the Union Territory of Delhi;

(c) whether Government have considered the desirabilitv of having a single uniform law on conservation of monuments in the country defining the role of the Central and the State Government; and

(d) if so, whether Government proposes to bring a suitable legislation in this regard?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and (b) For looking after the monuments other than those declared to be of Rational importance in Delhi, Delhi Administration has set up a Department of Archaeology. Necessary steps have been initiated for the enactment of suitable laws on the lines of the Ancient Monuments and Archaeological Sites and Remains Act, 1958.

(c) and (d) The conservation of monuments are governed by the Central and State Acts which are on the same lines. The monuments protected by the State and Central Governments are conserved according to Archaeological principles.

Purchase of Air-bus-310

220. SHRI BEKAL UTSAHI:
SHRIMATI RATAN KUMARI:

Will the Minister of CIVIL AVIATION be pleased to state;

(a) whether Air India has decided to purchase some Air-buses-310 to replace the outdated Boeing 707; and

(b) if so. the estimated expenditure likely to be incurred thereon?

THE MINISTER OF HEALTH AND FAMTLY WELFARE AND THE MINISTER OF CIVIL AVIATION (SHRI MOTI LAL VORA): (a) Yes, Sir. Air-India has already phased out its B-707 aircraft and inducted six[1] A310—300 Air buses in its fleet during 1986-87.

(b) The total oroject cost of six aircraft alongwith the associated spare engines, spares equipment, s'mulator etc. is estimated at Rs. 541.90 crores which includes a foreign exchange content of US $ 443.5 million.

Poor condition of National Highways

221. SHRI D. B. CHANDRE GOWDA:
SHRI HARVENDRA SINGH HANSPAL:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that due to poor condition of National Highways resulting in increase in accidents, the country is wasting about Rs. 650 crore every year;